by Indian Airlines during the last two years;

(b) if so, the traffic carried by the airline during these years and the extent of decline registered;

(c) The capacity utilisation of IA during these years; and

(d) the main reasons for low utilisation of capacity and the decline in traffic?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. Indian Airlines carried 8.4 million passengers during 1997-98 as compared to 8.2 million passengers in 1996-97.

(b) Does not arise.

(c) and (d) The capacity utilisation of Indian Airlines (including Alliance Air) measured in terms of seat factor was 69.8% in 1996-97 and 68.8% in 1997-98. The marginal decline in seat factor during 1997-98 was due to additional capacity induction by private airlines.

हवाई पट्टियों के रख-रखाव हेतु निधियों का आवंटन

941. श्री डी॰ पी॰ यादव: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) चालू वित्तीय वर्ष के दौरान देश भर में कुल कितने नए विमानपत्तों का निर्माण किया गया है;

(ख) चालू वित्तीय वर्ष के दौरान उनके मंत्रालय द्वारा हवाई पट्टियों के रख-रखाव पर कुल कितनी धनराशि व्यय की गई; और

(ग) तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) चालू वित्त वर्ष के दौरान मिजोरम में लेंगपुई नामक एक मात्र विमानपत्तन निर्मित किया गया।

(ख) और (ग) वर्ष 1998-99 (अक्तूबर, 1998 तक) के दौरान हवाई पट्टियों के अनुरक्षण पर 4.71 करोड़ रुपए व्यय किये गये जिसमें 2.44 करोड़ रुपए पांच अंतरराष्ट्रीय विमानपत्तनों यानी मुंबई, दिल्ली, कलकत्ता, चेन्नई तथा त्रिवेन्द्रम के विमानपत्तनों के अनुरक्षण पर तथा 2.27 करोड़ रुपए भोपाल, सफदरजंग तथा कुल्लू विमानपत्तनों के धावनपथ के पुनः सतहलेपन पर व्यय किए गए।

Sharing of Economically Unviable Sectors by Private Air Operators

942. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the private airline operators are also equally responsible for sharing economically unviable sectors; and

(b) if so, the details of each of such sector shared by the Indian Airlines and also by private operators?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) With a view to achieving better regulation of air transport services and taking into account the need for air transport services of different region in the country, the Government has formulated route dispersal guidelines which stipulate all schedule operators to deploy in the North Eastern region, Jammu & Kashmir, Andaman & Nicobar islands and Lakshadweep (Category-II routes) atleast 10% of their capacity deployed on trunk routes (Category-I routes); 1% of capacity deployed on Category-II routes to be deployed exclusively within Category-II stations; and 50% of the capacity provided on Category-I routes to be deployed on routes other than Category-I and Category-II routes (i.e. Category-III routes).

A statement showing the details of sectors shared by Indian Airlines and private airlines is at Annexure and the ASKM deployed by Indian Airlines and Private airlines in Category-II and Category-III is at *Annexure*.

[*See* Appendix 185, Annexure No. 28]

Shortage of Seats in Indian Airlines Flights on Calcutta-Agartala-Calcutta Sector

943. SHRI KHAGEN DAS: Will the Minister of CIVIL AVIATION be pleased to state: